BookletChart™

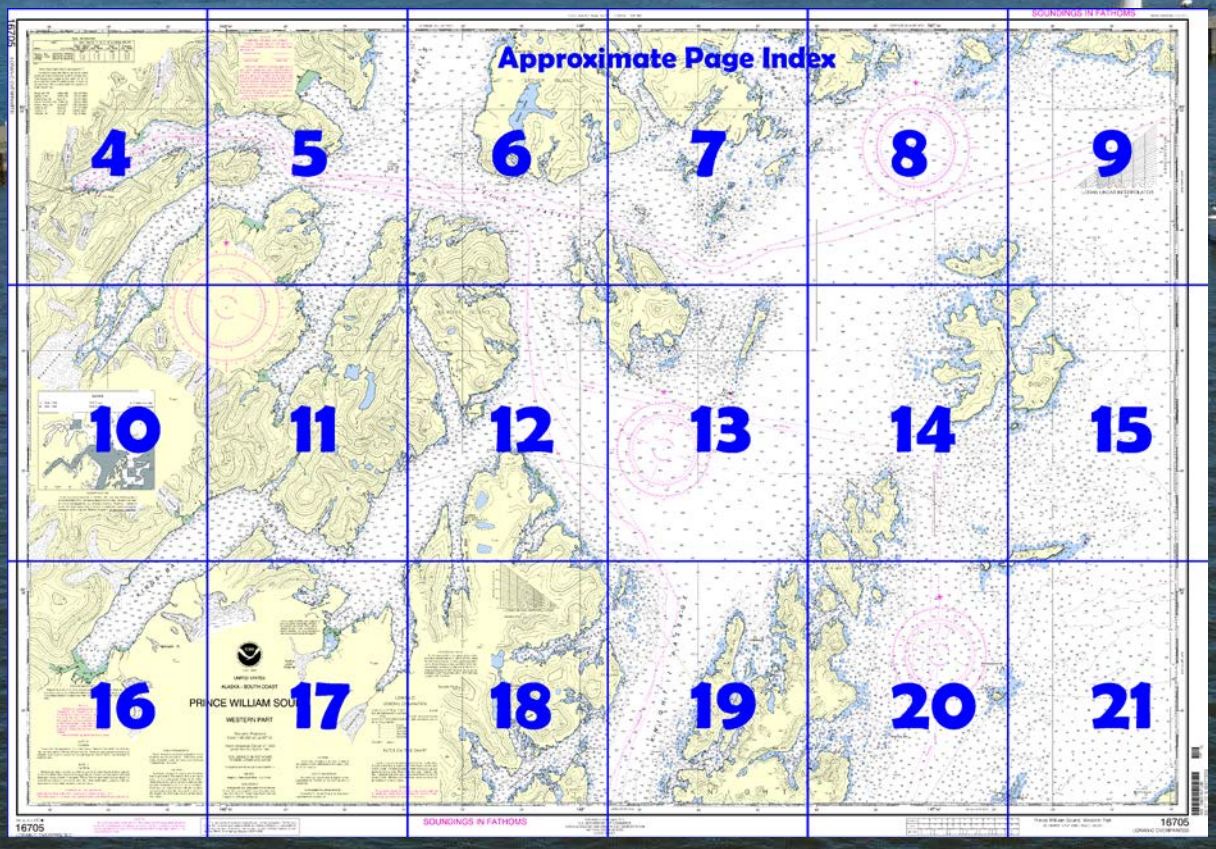
Prince William Sound – Western Part

NOAA Chart 16705

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

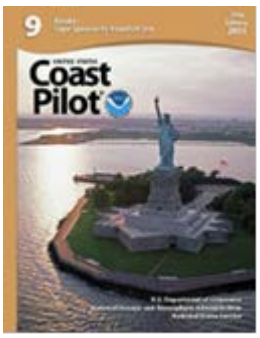
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16705.



(Selected Excerpts from Coast Pilot)
The March 1964 earthquake caused a bottom uplift of from 4 to 32 feet in Prince William Sound. Some parts of the sound outside of the traffic separation scheme have not been surveyed since the earthquake. Until a complete survey is made of the area, extreme caution is necessary because depths may be considerably less than charted and mentioned in the Coast Pilot.
Knight Island (see also chart 16700), on the W side of Prince William Sound, is 22 miles long and very rugged, the peaks rising to 3,261 feet. It is wooded to about 1,000 feet, and above this is grass covered. Disk, Ingot, and Eleanor Islands are mountainous and sparsely wooded islands that extend 6 miles N from Knight Island to Point Eleanor, the N end of the group.
Currents.–The tidal currents in **Knight Island Passage** have a velocity of 1 to 2 knots.
Naked Island, Peak Island, and **Storey Island,** near the center of Prince William Sound, form a group about 8 miles long, N-S, and about 6 miles wide. They are high and wooded to the summits.
The bottom in the vicinity of the islands, including the passages among them, is rocky and very broken. As a measure of safety it is advisable for vessels, especially large ones, to avoid areas with depths less than about 20 fathoms in the vicinity of the islands and to avoid the passages between them.
It is safer for vessels to keep in the deeper part of the passage between Naked Island and Smith Island, preferably between the 50-fathom curves.
Bass Harbor, on the S side of Naked Island, offers secure anchorage in 20 fathoms, mud bottom, about 0.4 mile W of the entrance to a small unnamed cove on its E side. The anchorage is open to S winds, and a slight swell makes in during heavy S weather.
Outside Bay, on the SW side of Naked Island provides good anchorage, except in strong W winds, for small vessels in the first bight SW of the head of the bay in 3 to 10 fathoms, mud bottom. The bay also serves as a mooring station for oil spill response barges in the winter.
Cabin Bay, on the W side of Naked Island, offers some protection from E winds for vessels up to 500 tons, but the bottom is broken and not ideal holding ground. Small vessels can find protection from W winds in the head of the S arm in 5 to 7 fathoms, mud bottom. A ¾ fathom sounding is in the middle of the entrance to the S arm.
Fairmount Island, 7.5 miles N of Storey Island, is high. Buildings of a former fox farm are on the gravel beach on the SW side but they are not prominent. The channel between the island and the mainland is about 0.6 mile wide at its narrowest part, but has numerous rocks that bare at various stages of the tide; passage should not be attempted without local knowledge. Foul ground, which includes **Outpost Island** and **Little Fairmount Island**, extends about 2 miles from SE through SSW of the S shore of Fairmount Island. Use extreme caution when navigating near these islands.
Routes to Whittier (see also chart 16700)**.–From the S via Prince William Sound Traffic Separation Scheme** (described earlier in this chapter under Prince William Sound). Depart the scheme N of Hinchinbrook Entrance and set courses to pass 1.5 miles NE of Smith Island, 1.5 miles N of Point Eleanor Light, 1.5 miles SW of Perry Island Light, 1 mile NE of Culross Island Light, 0.5 mile S of Point Pigot Light, 0.5 mile N of Decision Point Light, 0.5 mile N of Trinity Point Light, and thence to Whittier, clearing the S shore by 0.5 mile until up to the waterfront. **Caution:** Mariners are advised to adhere to the general principles for navigation when entering, departing, or crossing a traffic separation scheme. (See **Traffic Separation Schemes**, chapter 1.)
Anchorages.–Large vessels sometimes anchor clear of the 4 ½-fathom shoal on Bush Banks about 2 miles NE of Whittier or in Pigot Bay.
Pilotage, Whittier.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Pilots for Prince William Sound are available from the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

The entrance to Nellie Juan Lagoon is boulder strewn at low tide, however, it is navigable by small craft at higher stages of tide. Local knowledge is recommended. Numerous bergy bits can be expected inside the lagoon.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard and National Geospatial-Intelligence Agency.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Significant changes in depths and shoreline have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of -5.3 feet at Whittier. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at this site is not known.

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.204" southward and 7.391" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

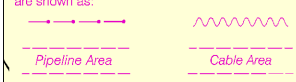
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rugged I, AK	WNG-526	162.425 MHz
Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Wasilla, AK	KZZ-98	162.400 MHz
Valdez, AK	WXJ-63	162.550 MHz
Whittier, AK	KXI-29	162.400 MHz
East Point, AK	WNG-530	162.500 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Mercator Projection
Scale 1:80,000 at Lat 60° 35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

7960-X 7960-Y

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B

CAUTION

During the calving season, Columbia Glacier deposits ice which may drift into the northern part of Prince William Sound. Mariners are advised to exercise extreme caution and to report all ice sightings to "Valdez Traffic" on Channel 13 (156.65 MHz).

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE C

CAUTION

Mariners are urged to exercise extreme care while transiting the waters adjacent to the 10 fathom curve around Montague Island. Numerous uncharted rocks and islets are known to exist in this area. 75% of the inshore waters surrounding this island have not been surveyed since the 1964 earthquake, consequently the presence of underwater dangers is conceivable.

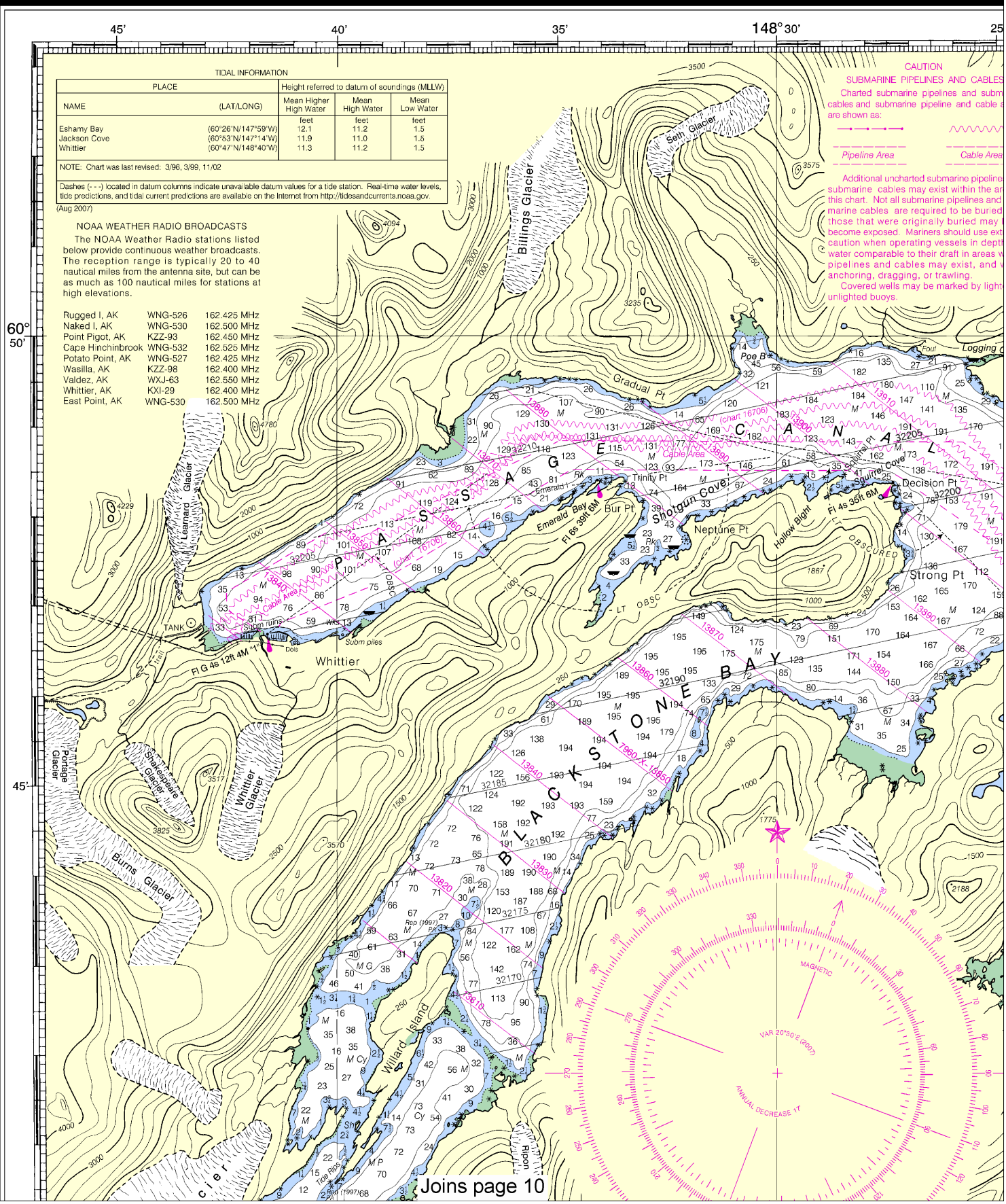
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Eshamy Bay	(60°26'N/147°59'W)	12.1	11.2	1.5
Jackson Cove	(60°53'N/147°14'W)	11.9	11.0	1.5
Whittier	(60°47'N/148°40'W)	11.3	11.2	1.5

NOTE: Chart was last revised: 3/96, 3/99, 11/02

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Aug 2007)



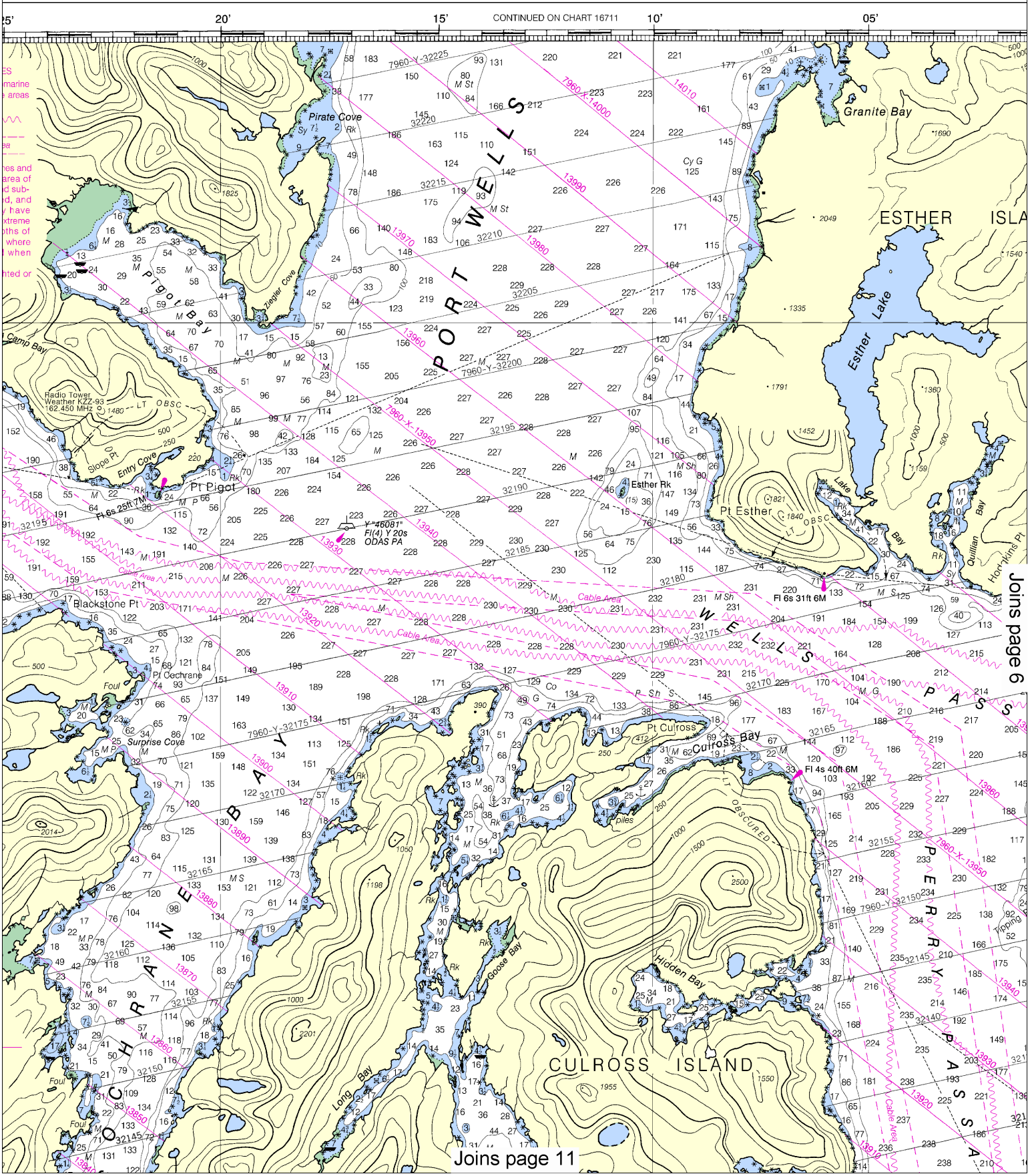
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

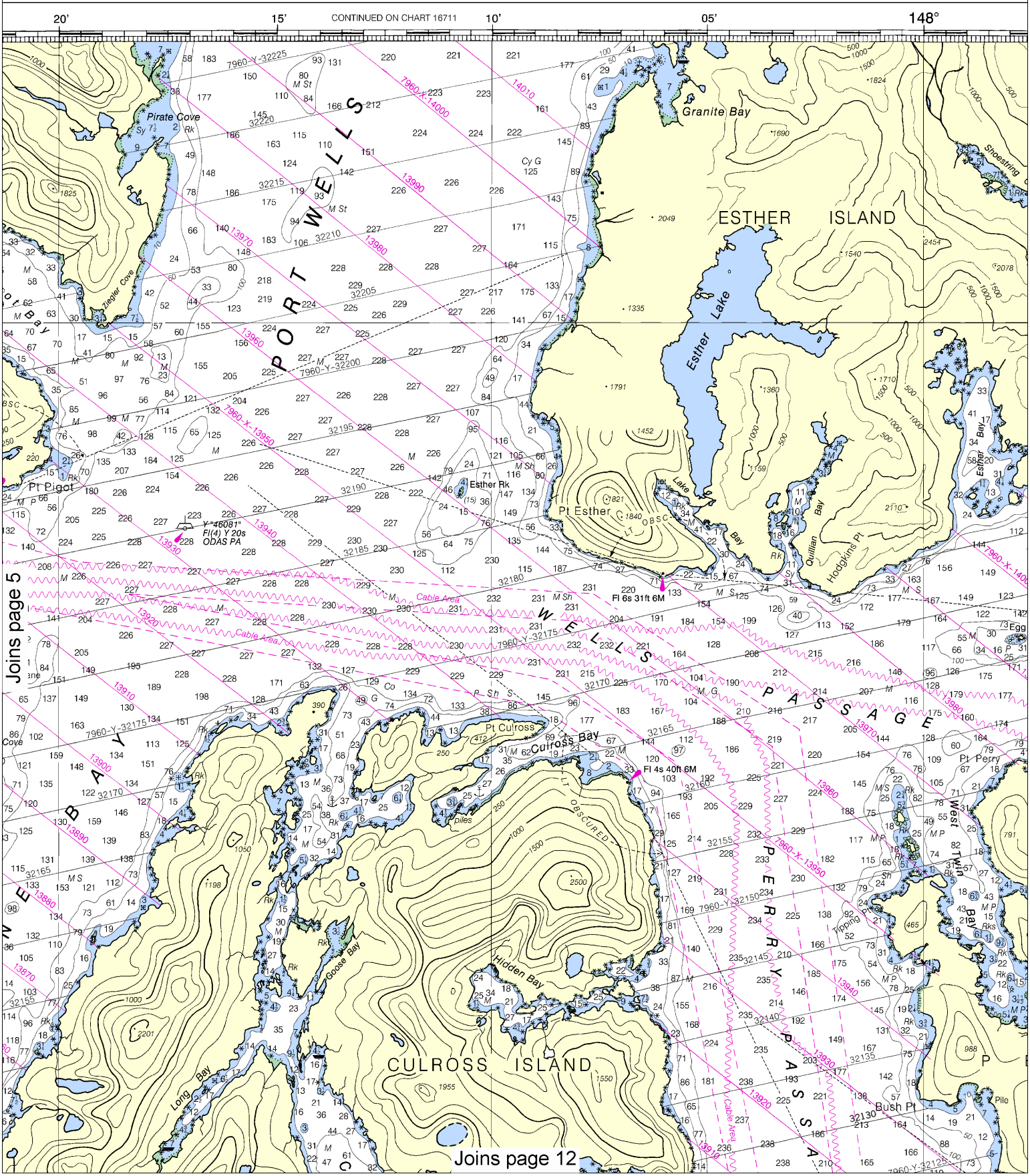
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

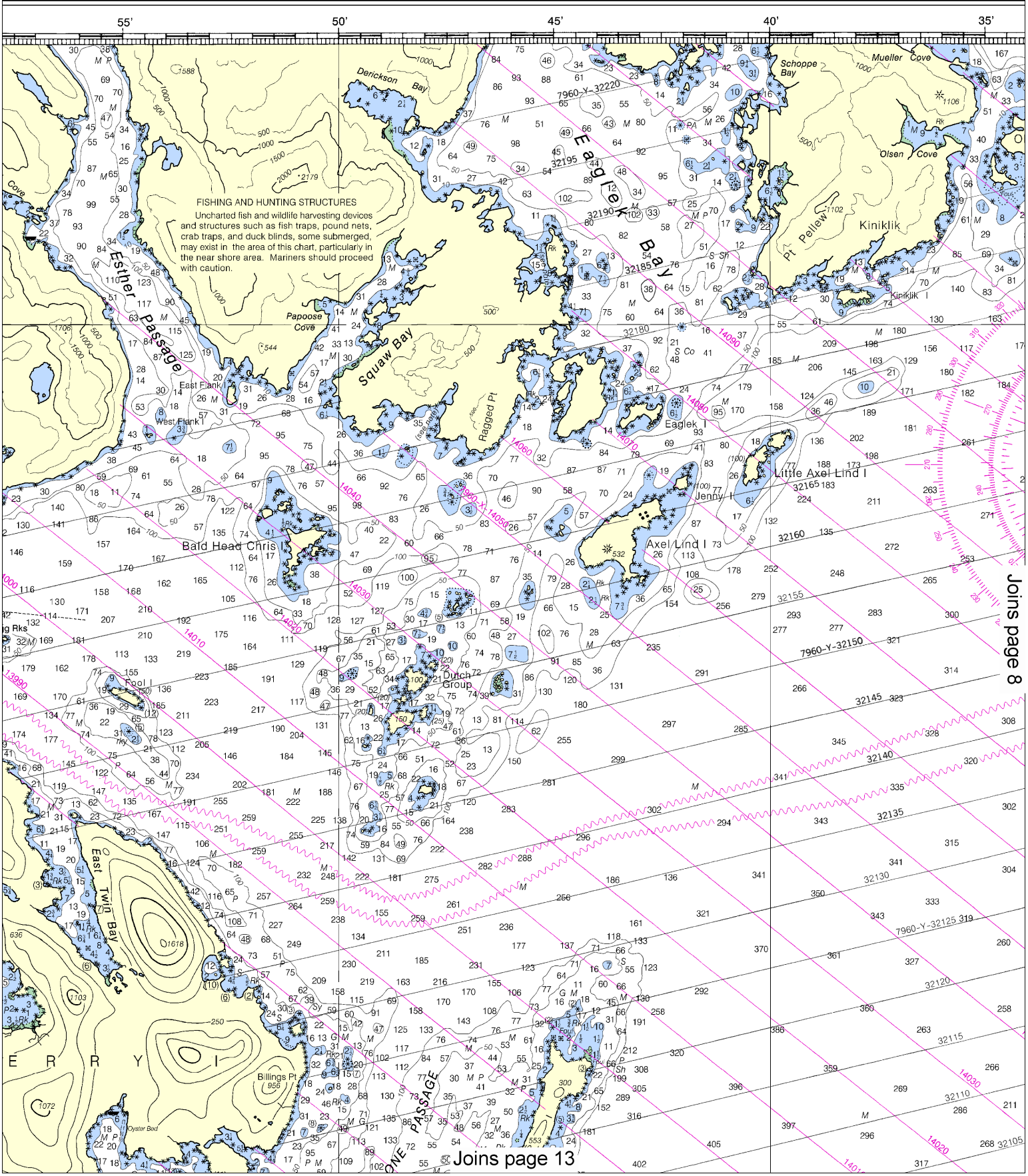
Nautical Miles

1 0 1 2 3 4 5 6 7

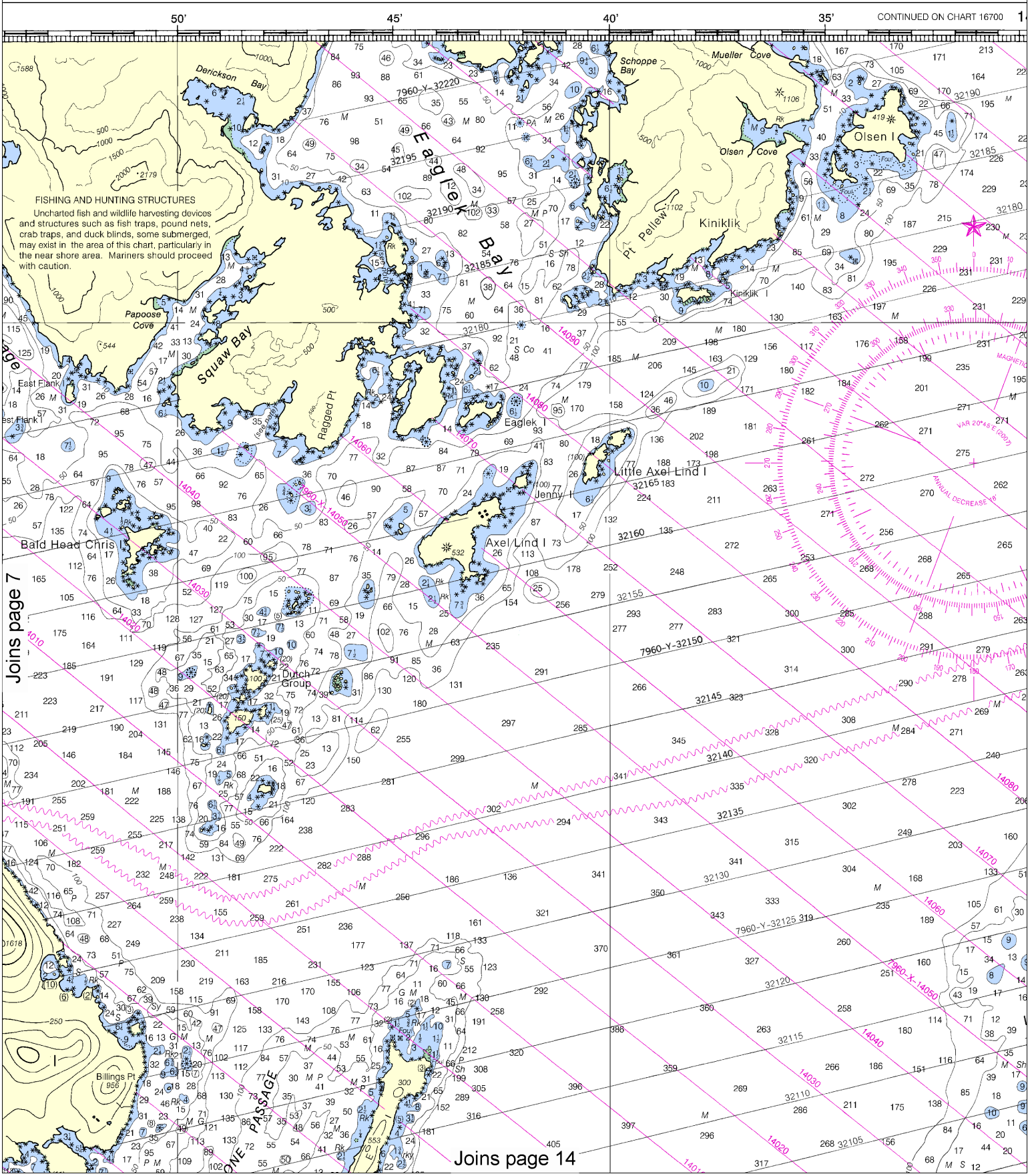
Yards

1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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Note: Chart grid lines are aligned with true north.

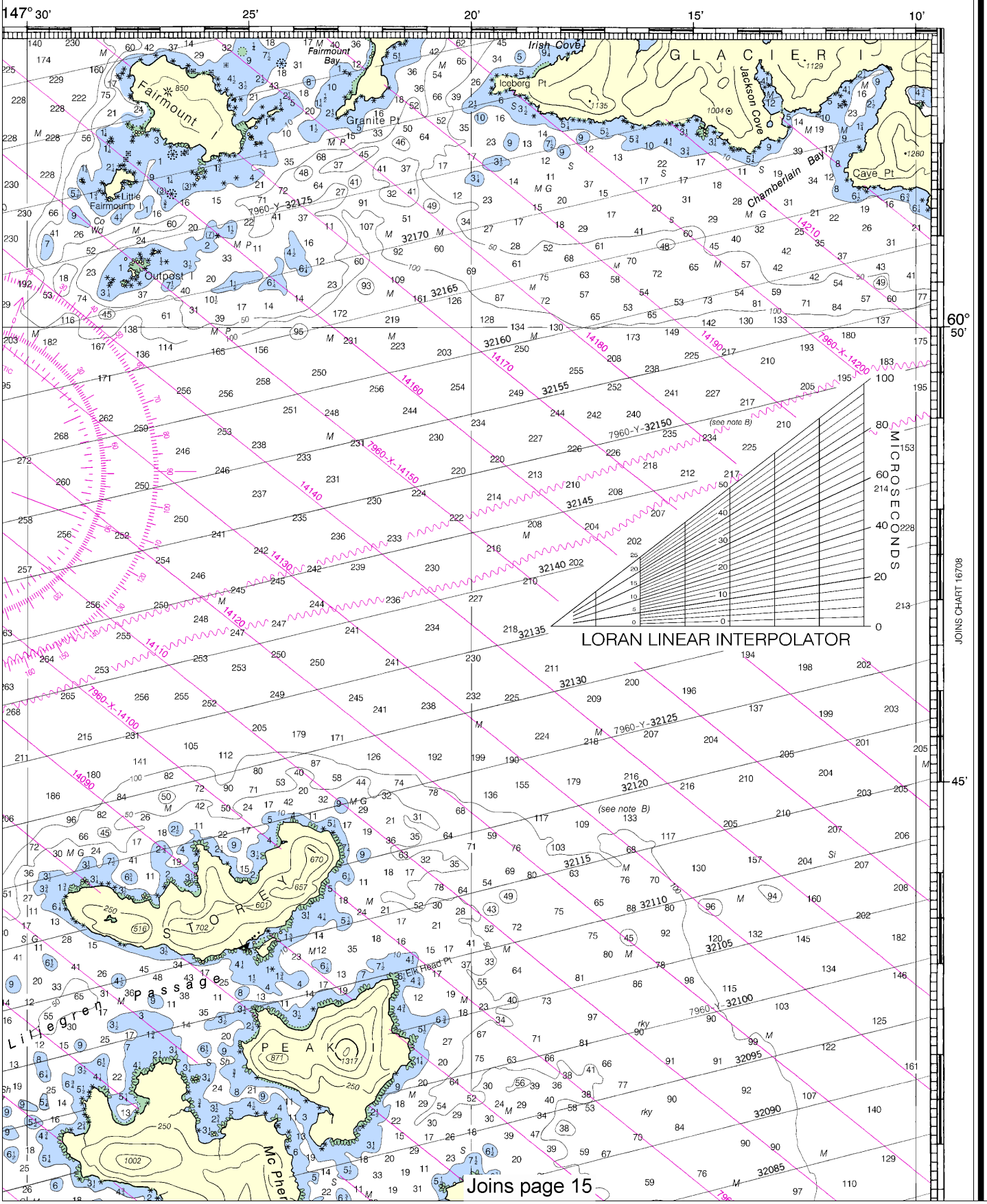
Printed at reduced scale. ~~SCALE 1:80,000~~

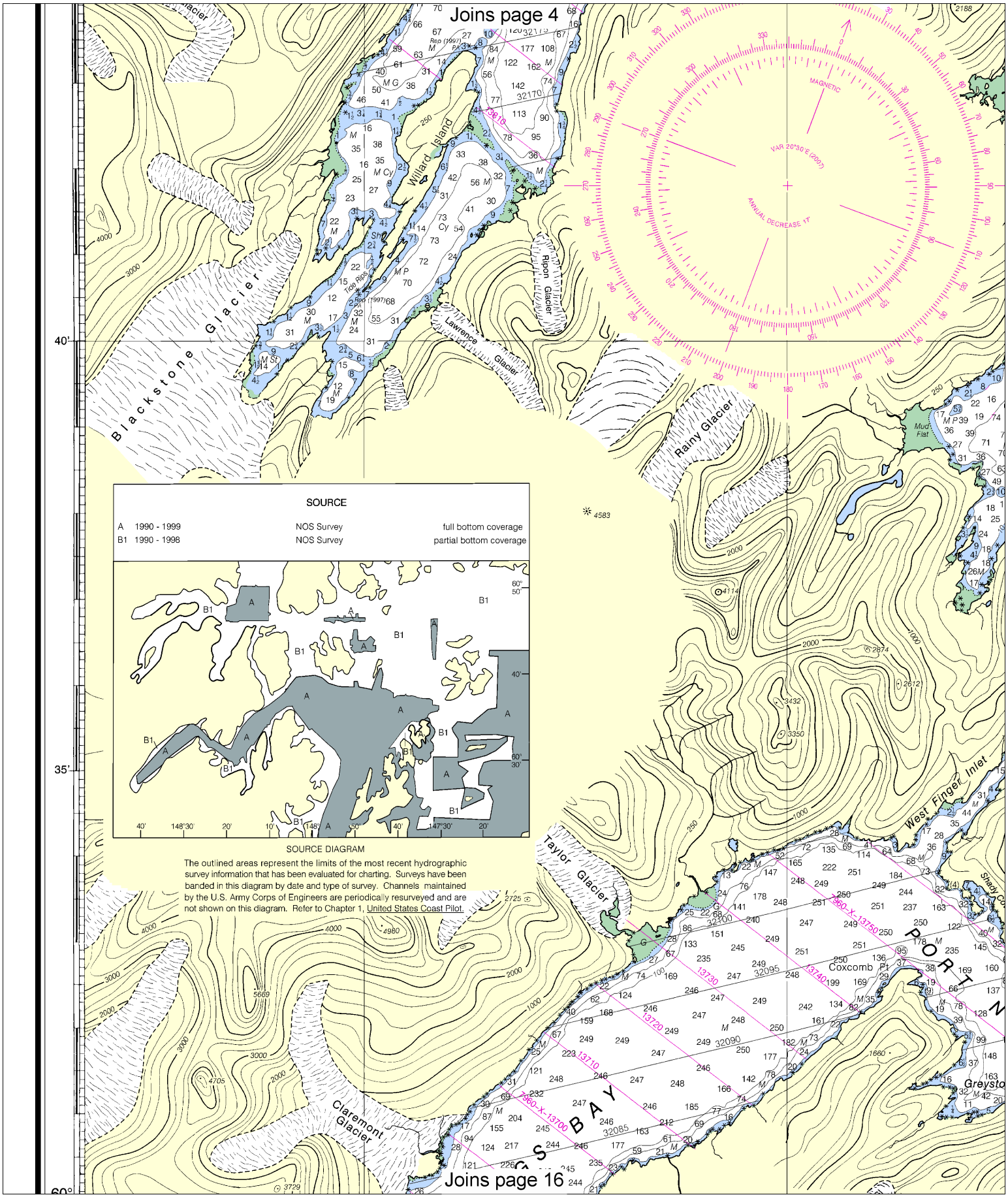
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

SOUNDINGS IN FATHOMS





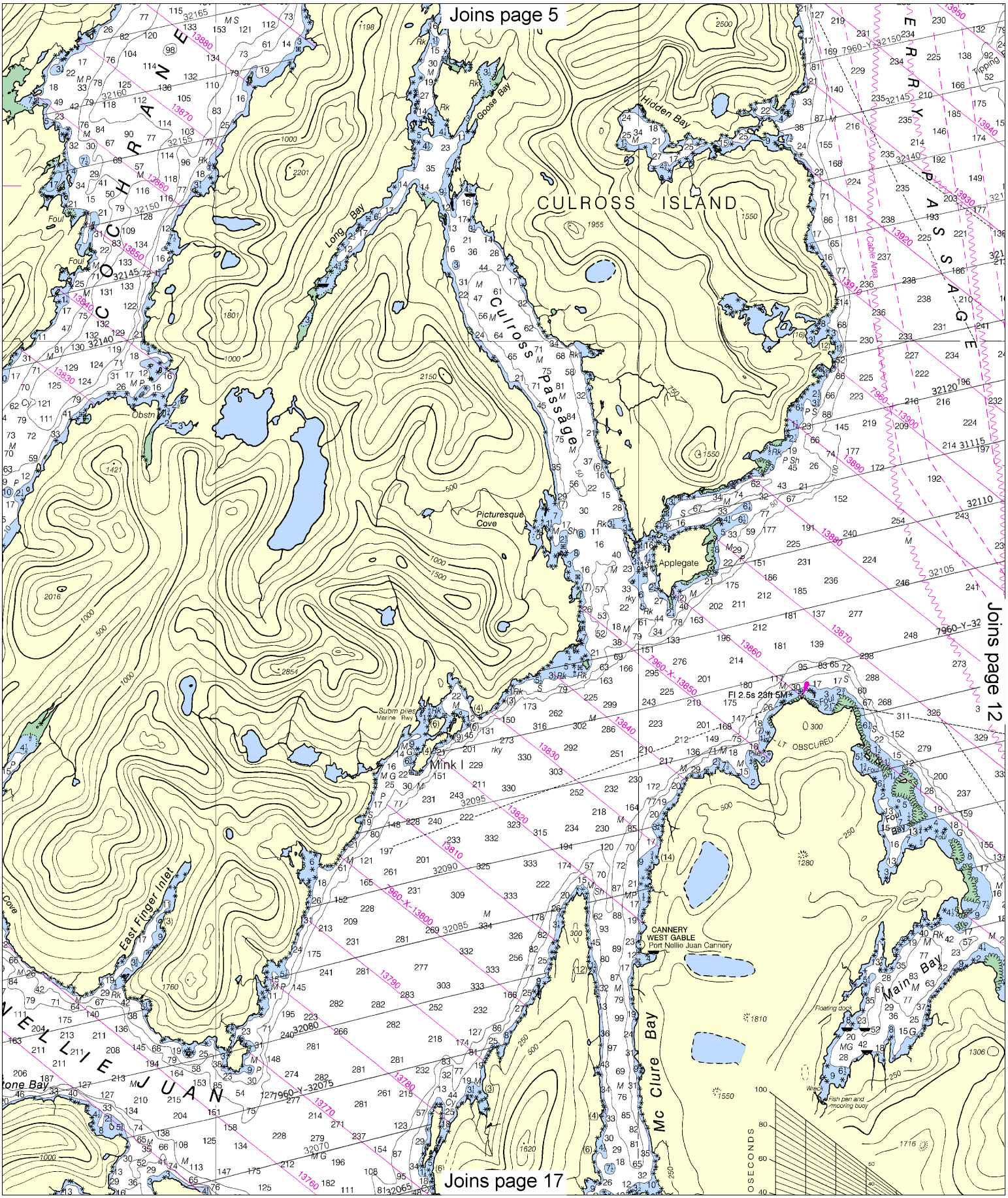
Note: Chart grid lines are aligned with true north.

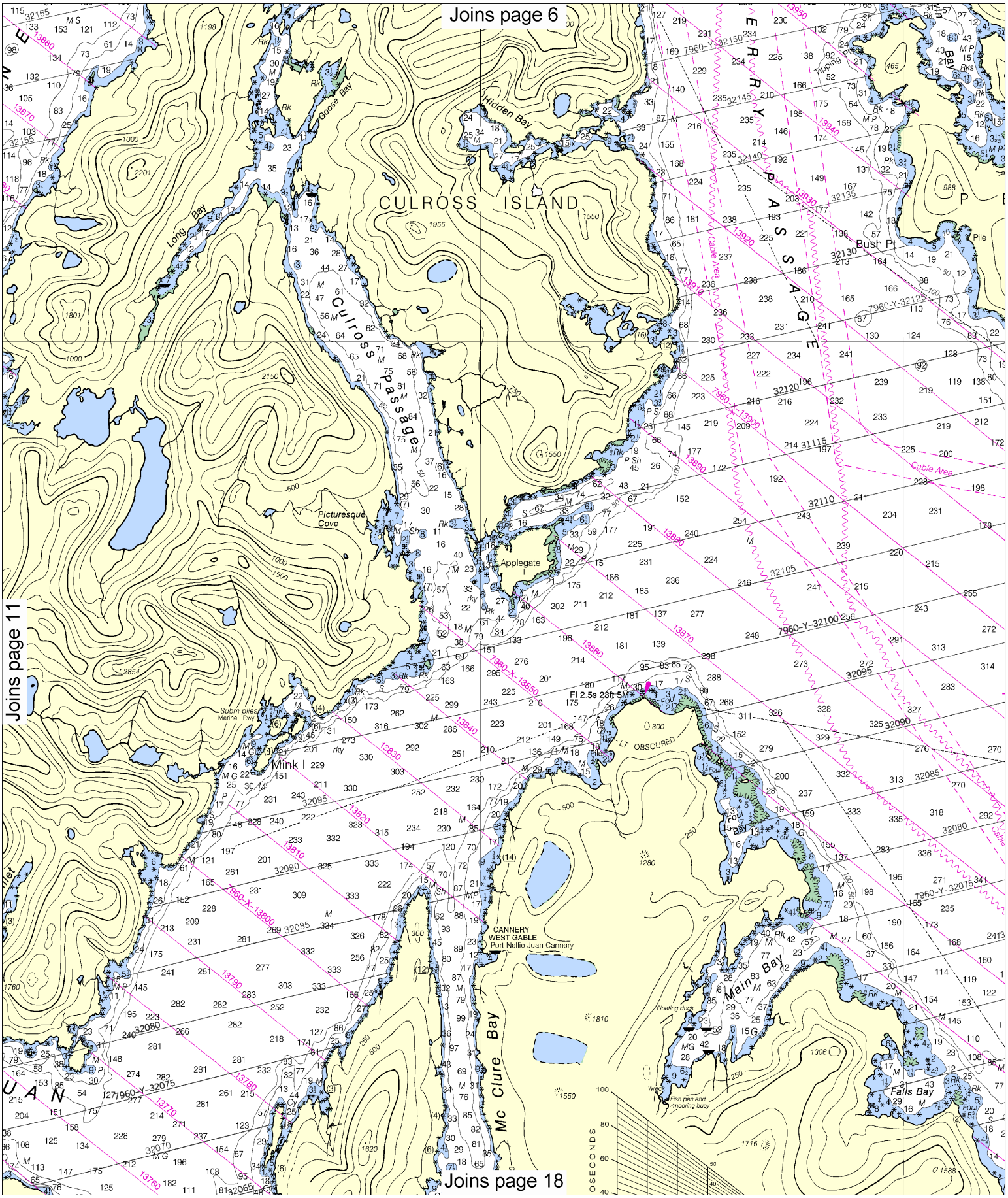
Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000


Joins page 5
CULROSS ISLAND
Culross Passage
Long Bay
Goose Bay
Hidden Bay
Picturesque Cove
Applegate
Mink I
East Finger Inlet
Mc Clure Bay
Main Bay
CANNERY
WEST GABLE
Port Nellie Juan Cannery
Fl 2.5s 23ft 5M
LT OBSCURED
Joins page 12
Joins page 17



Note: Chart grid lines are aligned with true north.

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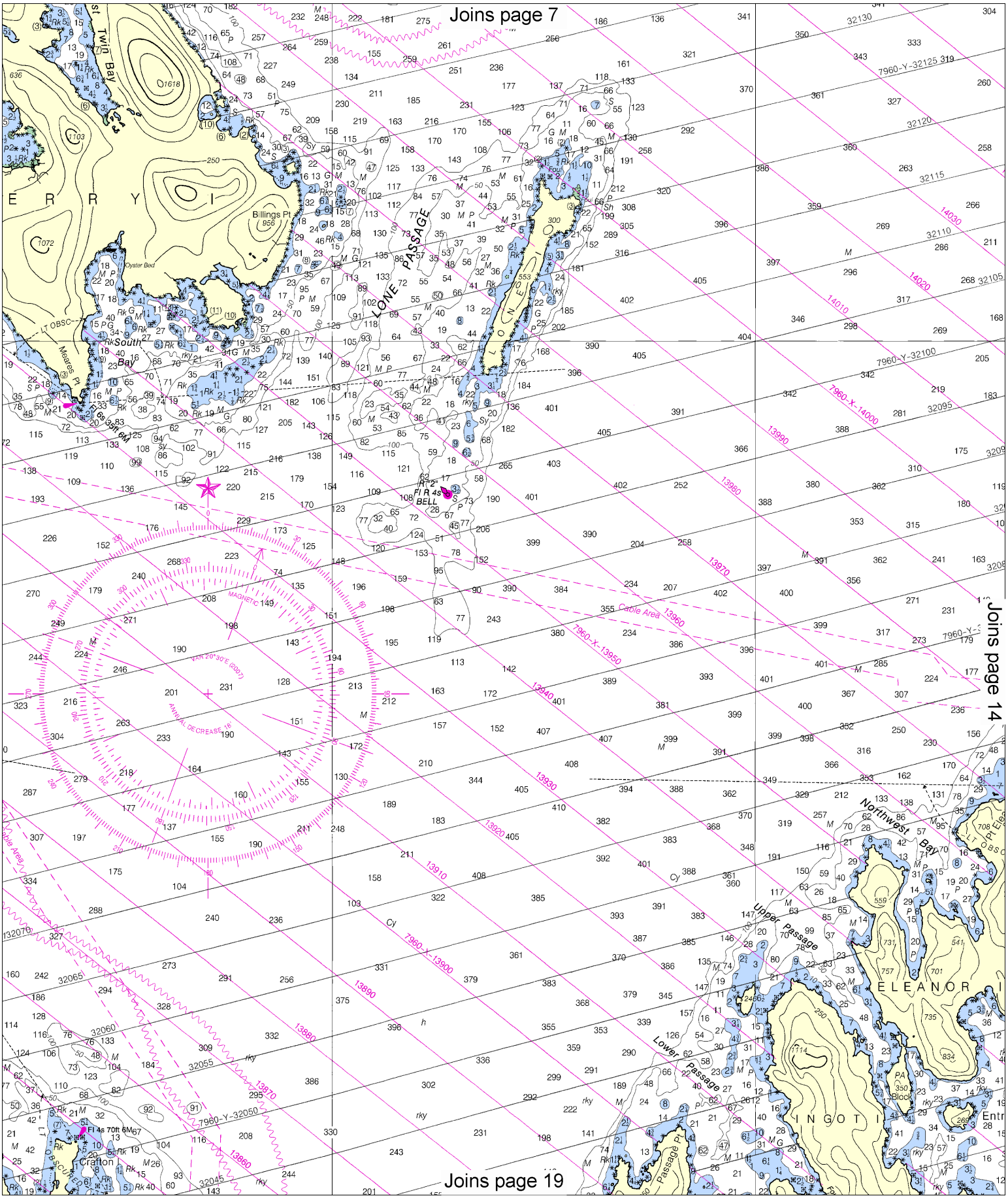
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
Twin Bay
Billings Pt
Oyster Bed
LONE PASSAGE
LONE I.
Meares Pt
South Bay
Fl 6s 65ft 6M
Fl R 4s
BELL
Cable Area
MAGNETIC
VAR 20°30'E (2007)
ANNUAL DECREASE 18'
Northwest Bay
Upper Passage
Lower Passage
Passage Pt
ELEANOR I
INGOT I
Crafton
Fl 4s 70ft 6M
7960-Y-32125
7960-Y-32100
7960-X-14000
7960-X-13950
7960-X-13900
7960-Y-32050
13990
13980
13970
13960
13940
13930
13920
13910
13890
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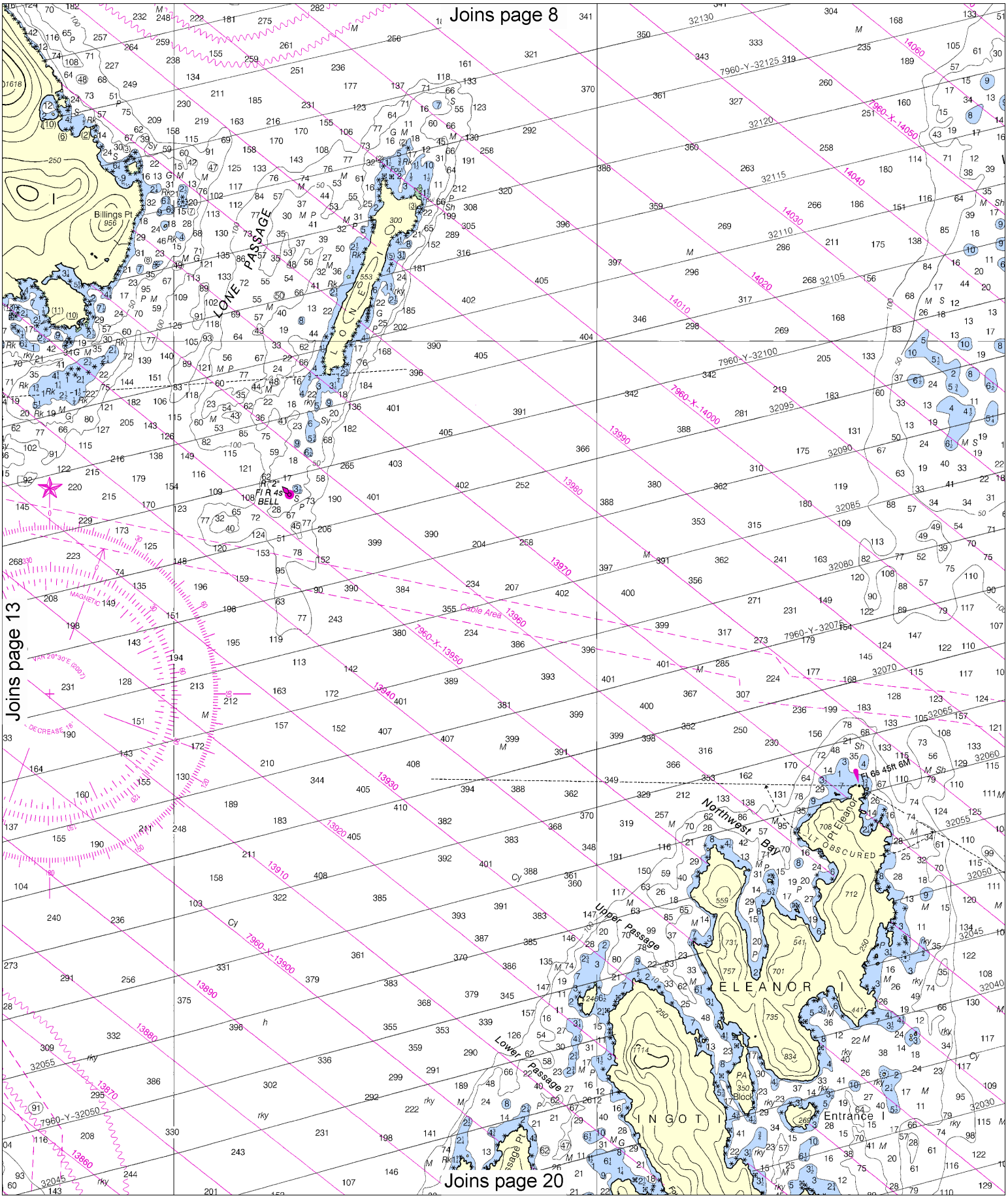


14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

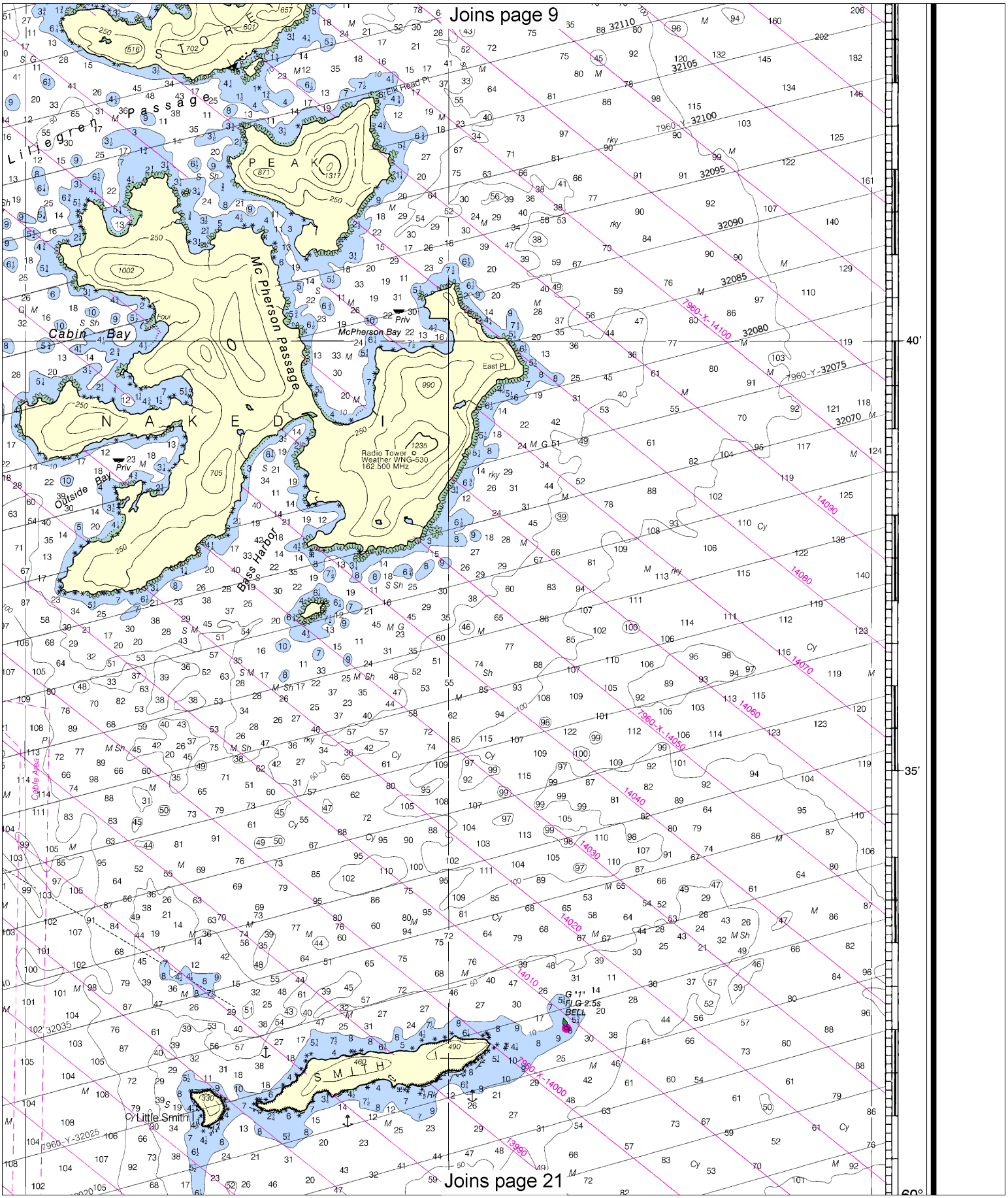
See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 9
Joins page 21
STORE I.
Passage
Liliegren
PEAK I.
Mc Pherson Passage
NAKED I.
Cabin Bay
McPherson Bay
East Pt
Outside Bay
Bass Harbor
Radio Tower
Weather WNG-530
162.500 MHz
SMITH I.
Little Smith I.
Cable Area
40'
35'
60°
7960-Y-32100
7960-Y-32095
7960-Y-32090
7960-Y-32085
7960-X-14100
7960-Y-32080
7960-Y-32075
7960-Y-32070
14090
14080
14070
14060
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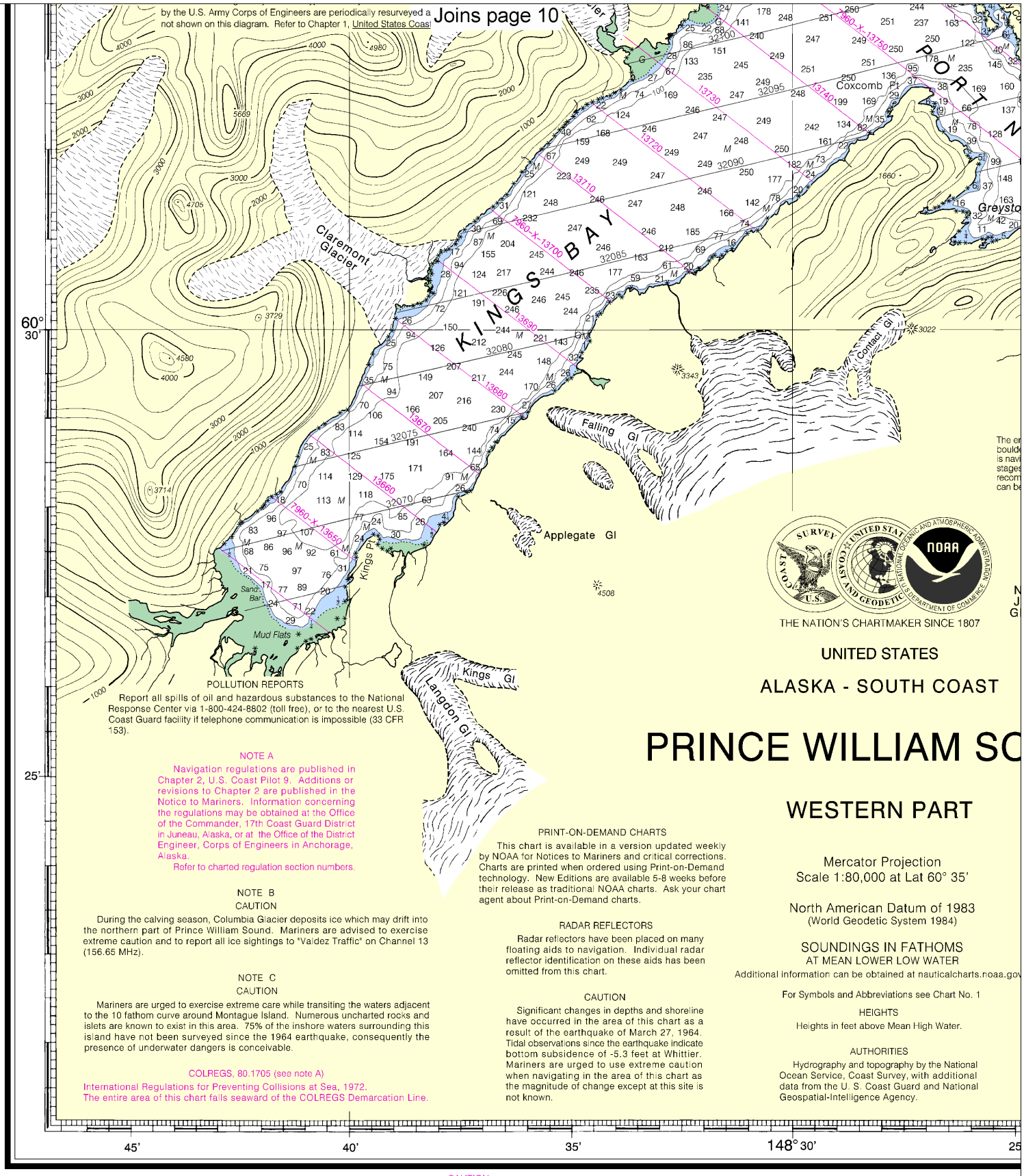
13960
7960-Y-32025
32035
32105
32110



20th Ed., Aug. / 07 ■ Corrected through NM Aug. 11/07
Corrected through LNM Aug. 07/07
16705
LORAN-C OVERPRINTED

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

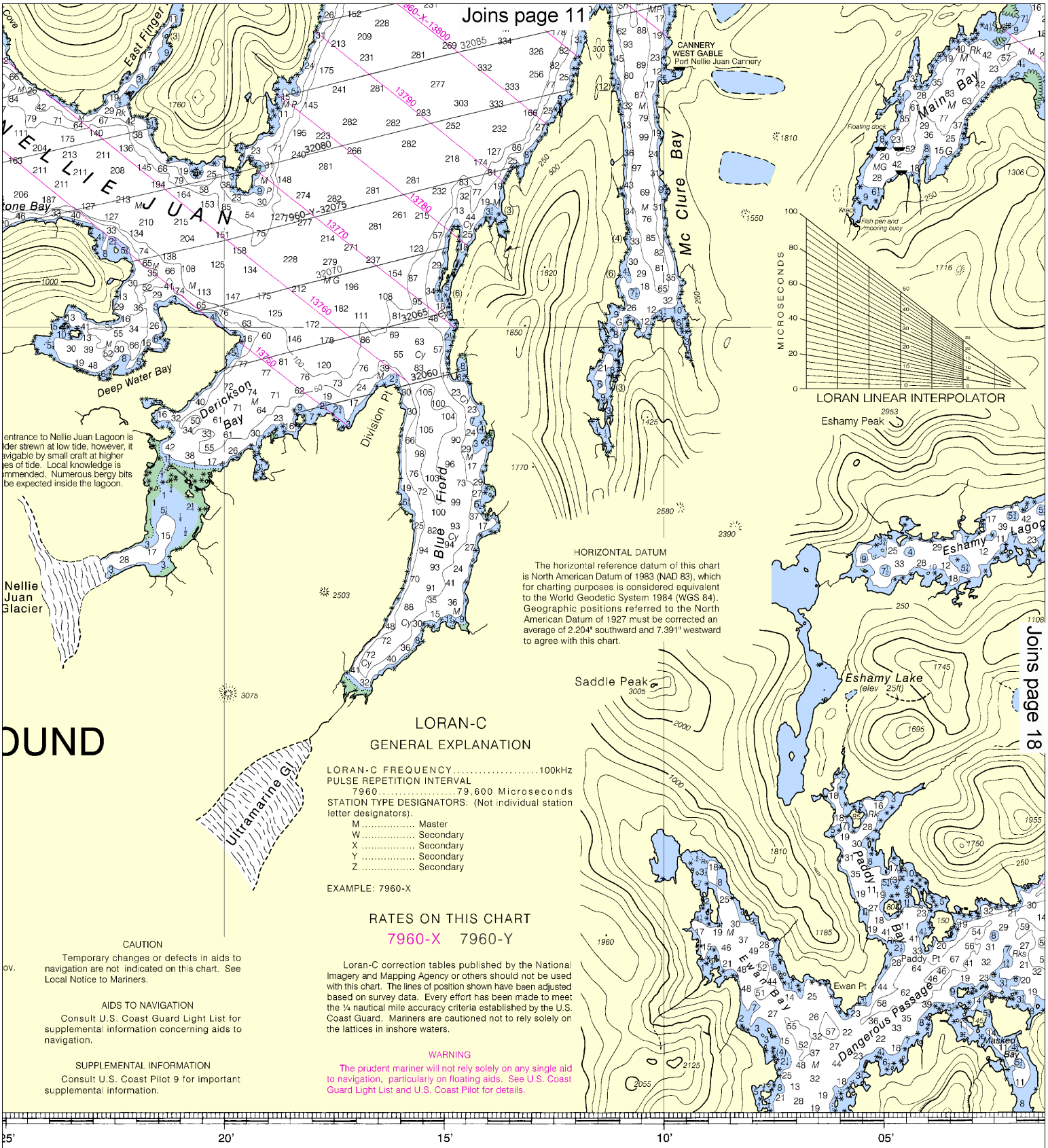
This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comm improving this chart to the Chief, Marine Chart Division (N/CS2), Nationa Service, NOAA, Silver Spring, Maryland 20910-3282.

16

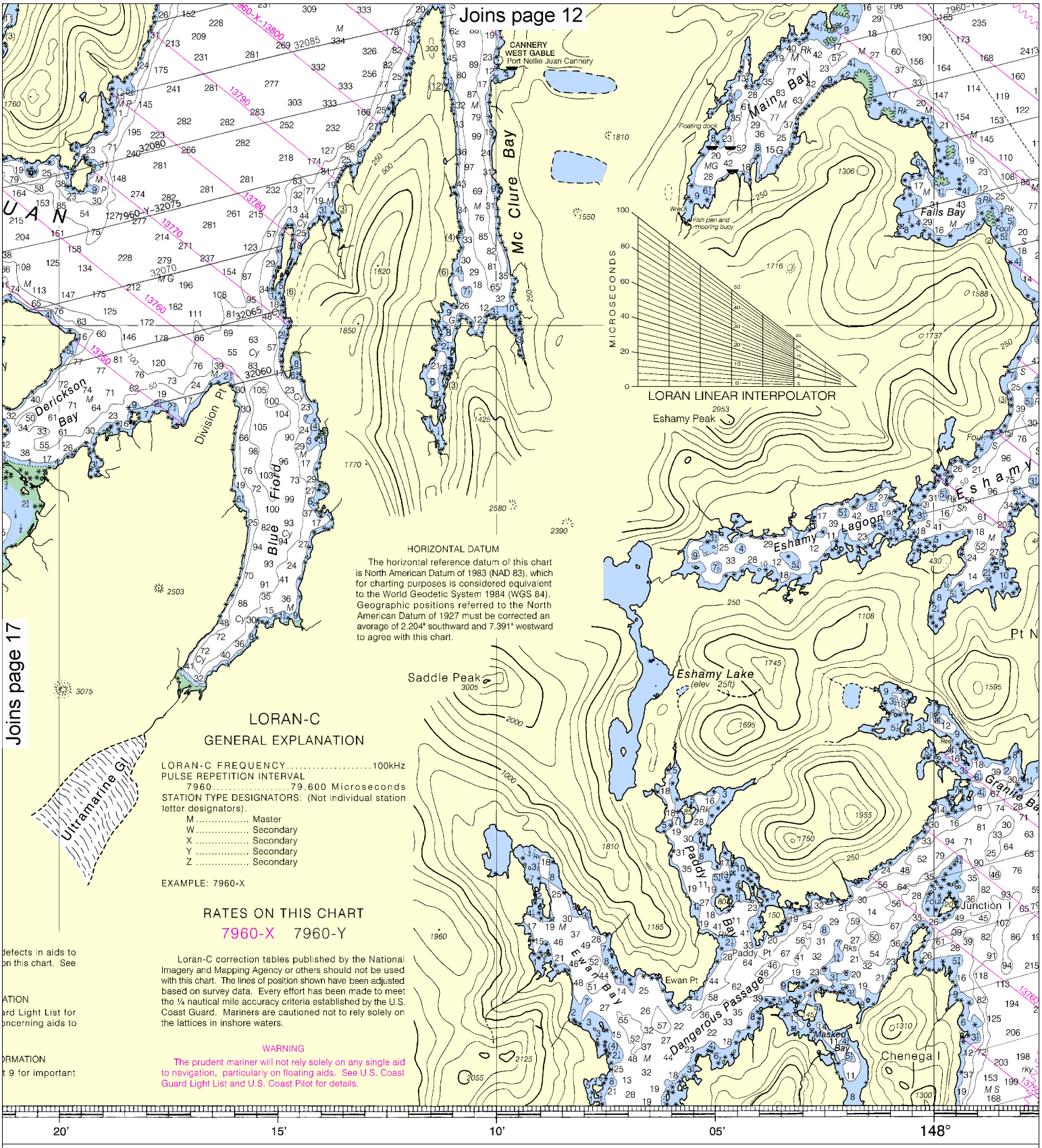
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000



SOUNDINGS IN FATHOMS



SOUNDINGS IN FATHOMS

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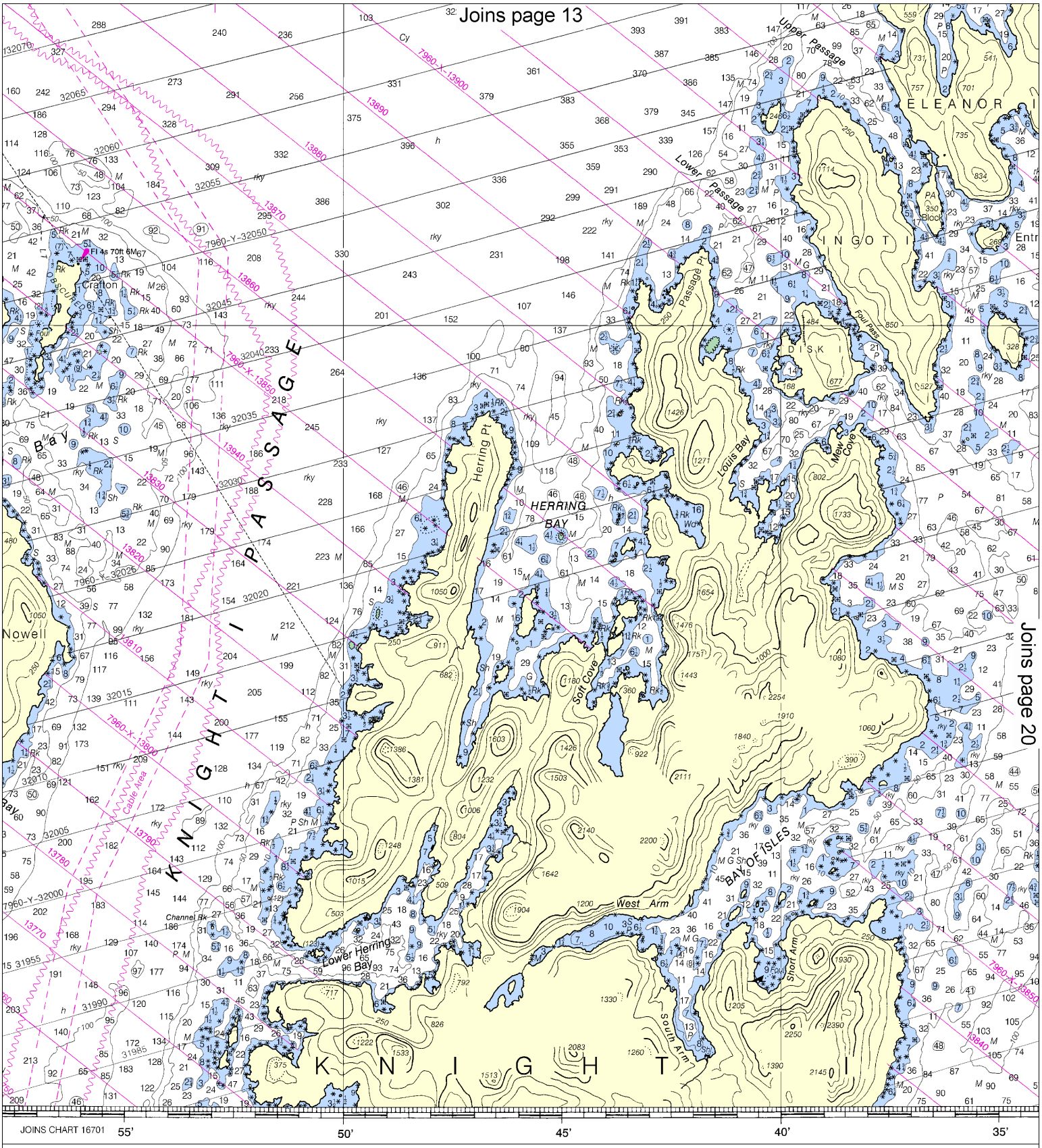
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

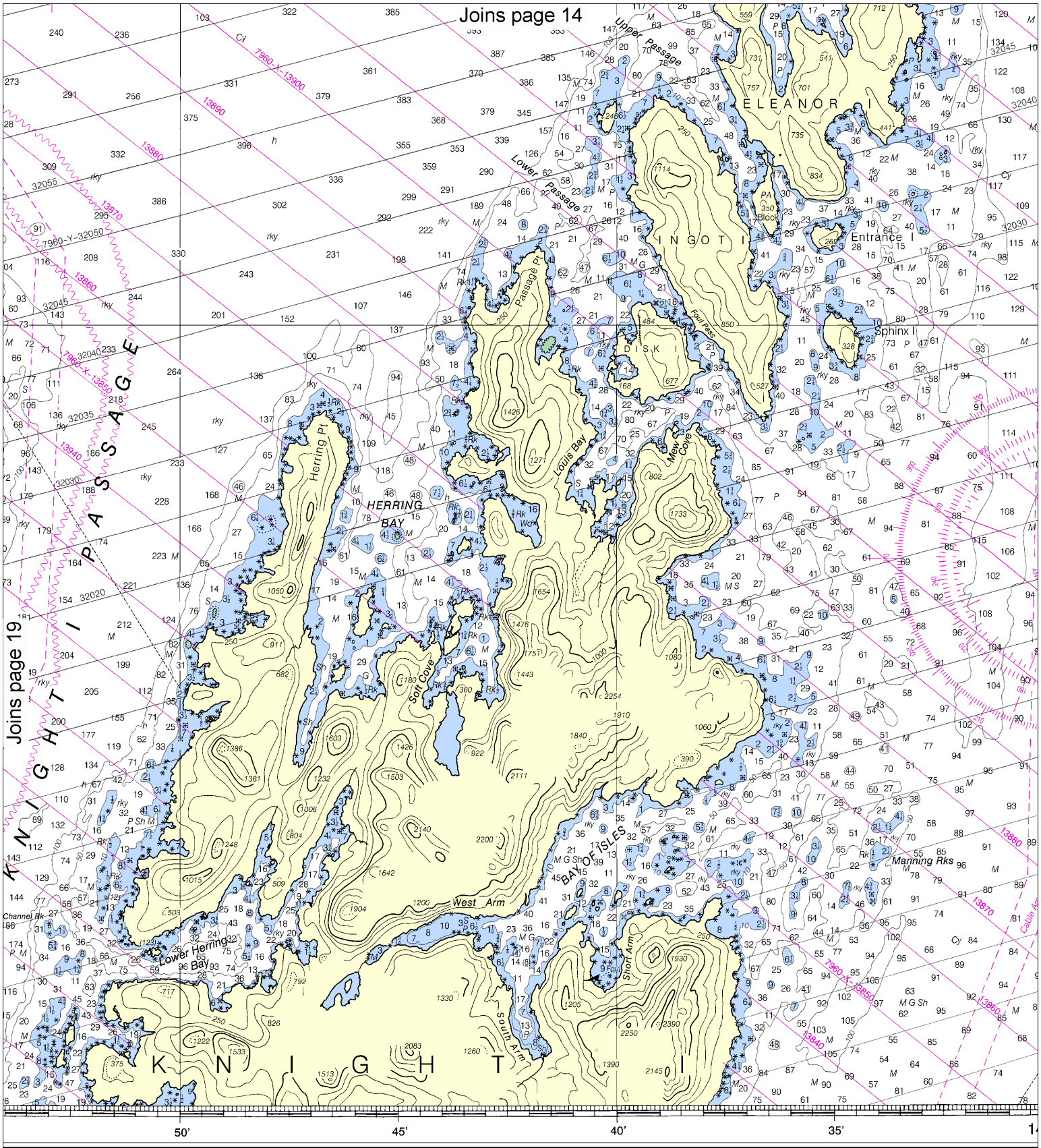
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



shington, D.C.
OF COMMERCE
OSPHERIC ADMINISTRATION
AN SERVICE
URVEY



Note: Chart grid lines are aligned with true north.

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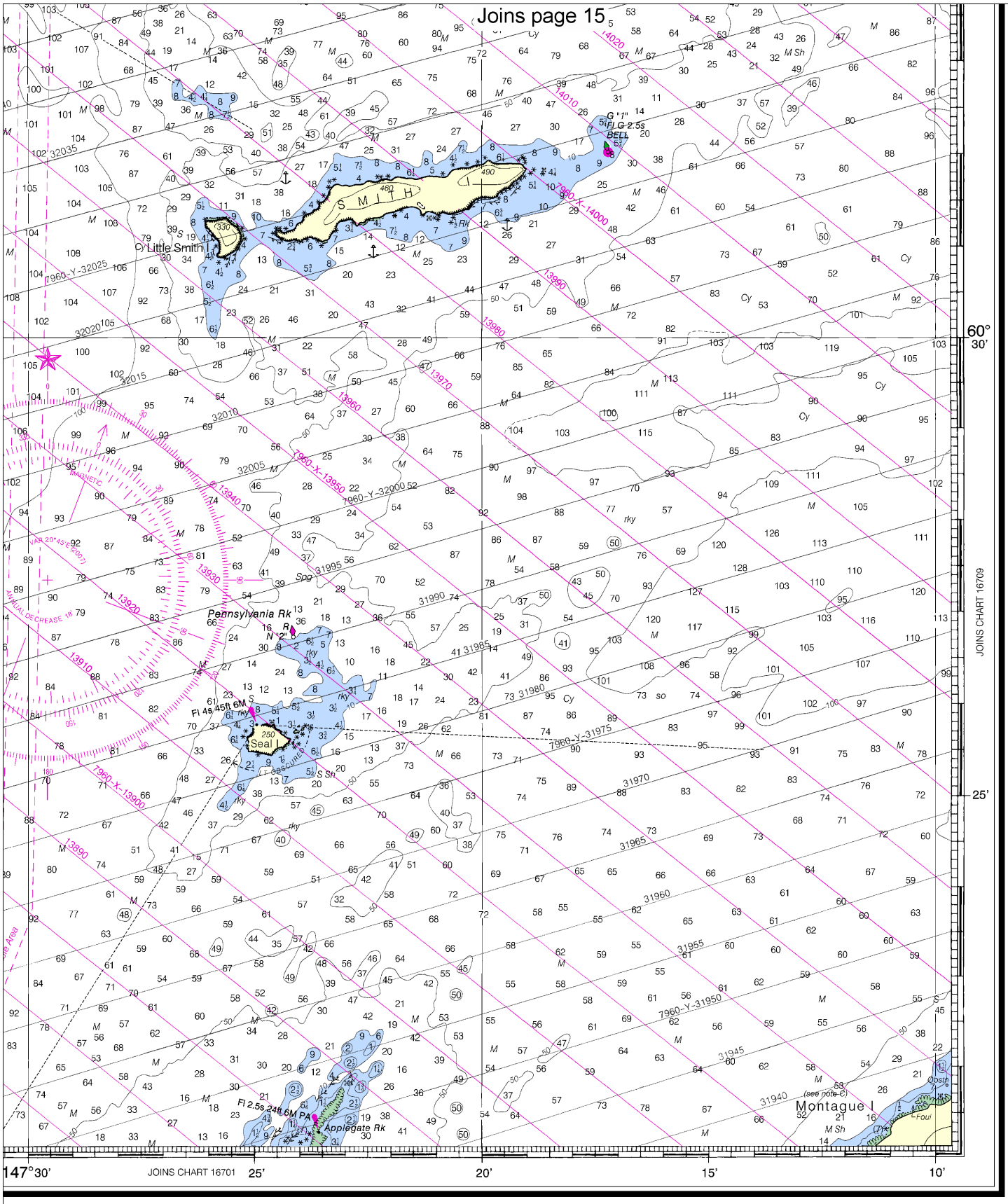
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Prince William Sound, Western Part

SOUNDINGS IN FATHOMS - SCALE 1:80,000

16705

LORAN-C OVERPRINTED

ED. NO. 20

NSN 7642014011296

NGA REFERENCE NO.16BCC016705

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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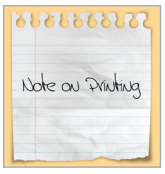

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker